of Civil Aviation (DGCA)'s Civil Aviation Requirement (CAR) Section 7 Series 'J' Part I dated 4th August 1997. Implementation of CARs is mandatory by all domestic airlines.

(b) A draft to revise the existing CAR was prepared and circulated but later withdrawn, due to the decision to revise CAR relating to Flight Duty Time Limitation of pilots.

(c) The existing CAR is available on DGCA's website www.dgca.nic.in.

Shortage of officers at ATC

1557. SHRI PRAKASH JAVADEKAR:
SHRIMATI HEMA MALINI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that there is a shortage of officers to man the Air Traffic Control (ATC) centres at the country's airports and that their recruitment has not kept pace with the increase of air traffic to and from India;

(b) whether it is also a fact that against international norms of handling a maximum of 10 flights at a time, in Delhi an air traffic control officer handles upto 30 flights during peak hours, thereby jeopardizing safety of all concerned;

(c) if so, the details thereof; and

(d) what steps Government proposes to correct the situation?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir. However, keeping in view the additional requirement of controllers due to opening of new airports, new ATC sectors and increased Air Traffic in the country the Airports Authority of India, from time to time recruits ATCOs, which is a continuing exercise.

(b) to (d) No, Sir. The Air Traffic Controllers handle the air traffic in accordance with standards, prescribed by ICAO without jeopardizing air safety.

Landing charges at Amritsar Airport

1558. SHRI NARESH GUJRAL : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the landing charges at Amritsar airport are much higher than the charges levied at Delhi Airport;

(b) if so, the reasons therefor; and

(c) whether the rates are different for international and national carriers?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) No, Sir. The tariff for landing charges is different for domestic and international airports. Amritsar and some other airports which were declared as international airports in May 2000 are being treated as domestic airports for tariff purposes as per a policy decision of the Government. As per the said policy, the tariff as applicable at other international airports would be made applicable to

Amritsar and similar airports only after facilities/ amenities commensurate to international airports are established at these airports. However, domestic carriers have been allowed certain concessions/rebates on landing charges in respect of smaller aircrafts.

Development of Bhubaneshwar Airport

1559. SHRI RAMACHANDRA KHUNTIA : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has declared Bhubaneswar airport as International Airport; and

(b) the amount sanctioned for Bhubaneswar airport for development, expansion and facilities of Aerobridge?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) Biju Patnaik Airport at Bhubaneswar is one of the 35 non-metro airports taken up for development and upgradation to international standards. New Terminal Building with all modern facilities including two aerobridges and expansion of apron is likely to cost Rs. 160.51 crores.

Defaulting airlines companies

†1560. SHRI PRABHAT JHA : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that private airlines operating in the country owe a large amount to Airports Authority of India (AAI);

(b) if so, the details of such private airlines which have to pay their dues to AAI;

(c) the details of amounts due on them, the date from which these dues have not been paid and the reasons therefor; and

(d) the reasons of not initiating any action on defaulting airlines by the Authority?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Dues of private airlines (Rs. in crores) to Airports Authority of India (AAI), operating in the country as on 31st October, 2008 are as follows:- Air Deccan-Kingfisher – (286.62) dues from January, 08; Jet Airways/Jetlite (32.78) current dues; Spicejet (15.76) current dues; Interglobe Aviation - (6.00) current dues; Go Air (8.81) dues from August, 08; Paramount Airways – (12.50) dues from July, 08. Kingfisher Airlines and Paramount Airways have indicated liquidity crunch and increase in the cost of fuel as the reasons for delay in settlement of dues.

(d) AAI has raised interest bills on account of delay and also given notices to the defaulting airlines besides personal level meetings at various levels. A time bound plan for liquidation of dues of Kingfisher Airlines has also been worked out and the same is committed by the airline.

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†Original notice of the question was received in Hindi